



Man---man! Have a heart!!

Just suppose, for a minute, that you and your wife agree to do the washing, "turn-about."

There would be just three washdays: your wife would do the first; you'd do the second; and she'd do the third.

When your second turn came 'round, you'd see that your house had a

Thor Electric Washer

—and quite likely some other Electrical Appliances, too!

See the point!

Now take no chances.

Before your wife sees this, step over to the phone and call up 3431, or drop a post card.

Oh, yes—the price!

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The Hawaiian Electric Co., Ltd.
Electrical Headquarters

'MYSTERY SHIP' OF HILO IS NOW BELIEVED SUNK

Suspensions Attending 1915 Trip
Recalled By Rodiek Trial
Developments

Since the steamer *Maverick*, which figures so conspicuously in the India conspiracy cases in San Francisco, in which George Rodiek and H. A. Schroeder are involved, sailed from Batavia, Java, for a port in the United States last July, she has never been reported.

A few weeks ago navy officials authorized the statement that it was believed she had been sunk in the same typhoon which nearly destroyed the transport *Thomas* and the schooner *Intrepid* off the northern coast of Luzon. Estimates made since place her position on the voyage from Batavia near that of those two vessels at the time of the big typhoon.

Hilo residents, as in September, 1915, still maintain that the *Maverick* had a cargo of contraband aboard when in the Big Island port. "She had a draft of over 18 feet when she entered the harbor. If she had no other cargo than fuel, which it was claimed, her draft would have been about 12 feet," says Captain Mosher, Hilo port pilot.

Ever since the mysterious stay of the *Maverick* in Hilo for ten days it has been contended by waterfront men of that town that the *Maverick* had a cargo to conceal which every effort was made. At the time, and subsequently it was stated by those who watched the movements of the *Maverick* that the vessel waited in Hilo for orders and until it was believed she could avoid search by British and Japanese warships then patrolling the Pacific.

All those whose suspicions of the ship were first aroused discount the theory that the plans for the *Maverick* voyage were foiled by the failure to meet the supposed gunrunner Annie Larsen, a schooner, off the coast of Mexico. They maintain the vessel was loaded with guns and ammunition which were carried to India before the steamer went to Batavia.

The *Maverick* has often been spoken of as having been "interned" in Batavia, but as a matter of fact she was merely tied up there by her owners, the Charles Nelson Co. of San Francisco.

Captain Nelson, who was in command of the *Maverick*, afterwards died in Batavia, but what became of the purser, the real master of the "mystery" cruise of the *Maverick*, is unknown.

A former federal official, who was in close touch with the officers of the

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Maverick while she was in Hilo, is another island resident who, it is believed, will eventually be called to San Francisco as a witness in the conspiracy case. Five other residents of the islands, including F. W. Kiehn, the Hackfeld shipping man, have already been summoned as United States witnesses.

PASSENGERS DEPARTED

By Matson steamer for San Francisco:

Mr. W. M. Ballam, Mrs. W. M. Ballam and child, Hon. James Buchanan, Major J. B. Brooks, Hon. E. C. Dinwiddie, Mr. L. Fredericks, Mr. George Gill, Mrs. A. L. Gude, Hon. William Gordon, Major J. A. Gallogly, Mr. G. S. Goodhue, Mrs. John Hayes, Mr. Gordon C. Hunt, Mrs. Gordon C. Hunt, Mrs. A. Hirschfeld, Miss Edna Jones, Mr. A. A. Jackson, Mr. T. M. Kiesel, Mrs. T. M. Kiesel, Hon. W. H. King, Mrs. F. W. Lagerquist, Captain E. A. Lohman, Mr. E. R. Leber, Mrs. E. R. Leber, Mr. G. M. Leser, Mrs. E. M. Leser, Miss Hazel Maxam, Mrs. J. F. McCorkle, Mr. J. T. McDonough, Mr. W. C. Pitt, Mrs. W. C. Pitt, Miss Eva Peters, Mr. R. Y. Rule, Mr. S. M. Stock, Major S. H. Smith, Mrs. B. E. Tait, Mr. C. Thomas, Mr. Charles T. Wells, Mrs. Fred White, Mrs. L. V. Wight, Mr. E. W. West, Mr. Charles Bowers, Mr. F. R. Zelliff.

By steamer *Mauna Loa* for Kaula, November 20—Master Sinclair, Mrs. W. P. Sinclair, J. Brandt, I. Scharlin, J. P. Rodriguez, F. B. Keystone, M. McClean, E. C. Smith, A. J. Howard, P. E. Diehl, Mrs. Wong, Mrs. Wong, Lee Shee, Miss Wong, Hong See, Chang Kee, Isaac Iona, Minnie Iona, Chang Kue, John Manuel, Kang Chi Kwan, Mrs. Chang, S. Okano, W. A. Louison, I. J. Hurd, Miss M. R. von Holt, Mr. and Mrs. R. Israel, Dr. and Mrs. N. Young and infant, Master Young, Miss Kuhl, Joseph Andrade, Sunao Iwanoto, Kinuya Shimizu, Mrs. S. E. Hindle, Mrs. J. M. Lidgate, Joe Correa, Joe Aguilar, M. Kobayashi, K. Toma, S. Seyegusa, Furokawa, Y. Kawasaki, T. Hamal, E. S. Smith.

VITAL STATISTICS

BORN.

NAHALE—In Honolulu, November 19, 1917, to Mr. and Mrs. John Nahale, of 440 Liliha street, a daughter—Rose Keohoha.

MINER—At the Queen's hospital, Honolulu, November 18, 1917, to Mr. and Mrs. Henry Miner, of King street, a daughter—Helen Liliuokalani.

DAVIS—In Honolulu, November 17, 1917, to Mr. and Mrs. Joseph J. Davis, of 1104 North King street, a daughter—Elizabeth Hooli.

MEDEIROS—In Hilo, Hawaii, November 15, 1917, to Mr. and Mrs. Louis Medeiros, a son.

CROWDER—In Honolulu, November 15, 1917, to Mr. and Mrs. Stephen Crowder, of Hart street, a son—Stephen.

CAMPBELL—At Kapiolani Maternity Home, Honolulu, November 9, 1917, to Mr. and Mrs. Alexander J. Campbell, of 1130 Lunalilo street, a daughter.

SMITH—At Kapiolani Maternity Home, Honolulu, November 9, 1917, to Mr. and Mrs. Nola Reginald Smith, of 1410 Young street, a daughter.

JEWELL—At Kapiolani Maternity Home, Honolulu, November 9, 1917, to Mr. and Mrs. Harold Guy Jewell, of 1211 Lunalilo street, a son.

MARRIED

MATSUGORO-KAHULU—At Wailua, Oahu, November 18, 1917, John Matsugoro and Miss Maggie Kahulu, Rev. Joseph S. Kuni of the Church of the Living God officiating; witnesses—Polohiwa Kahaku and Alice Kuni.

CRITZ-HENDRICKS—In Honolulu, November 17, 1917, William C. Critz and Miss Helen R. Hendricks, Rev. Father Patrick of the Catholic cathedral officiating; witnesses—Chas. Silva and P. Miranda.

LEVY-SPENCER—In Honolulu, November 17, 1917, Manley R. K. Levy and Miss Clara Spencer, Rev. M. E. Silva, of the Hoomana Naauao church, officiating; witnesses—William K. Lovell and F. Woodward.

RAMOS-EVALINA—At Wailua, Oahu, November 17, 1917, Santiago Ramos and Miss Monsarrat Evalina, Rev. Joseph S. Kuni of the Church of the Living God, officiating; witnesses—Catalina Melija and Joe Fernandes.

DIED.

KALAWAIA—In Honolulu, November 20, 1917, Mrs. J. Kalawala, of 1686 Kalih road, a native of Ulupalukua, Maui, aged 69 years.

MARINO—In Honolulu, November 19,

MOVE FOR BIGGER MERCHANT FLEET GAINING HEADWAY

(Special Star-Bulletin Correspondence)

WASHINGTON, D. C., Nov. 8.—A strong sentiment exists in Washington for greatly enlarged appropriations at the next congress for shipping. If ideas are carried out as they have been expressed since congress made the large appropriations to supply tonnage against the submarine menace, this nation's merchant marine will be made second only to Great Britain.

Senator Duncan U. Fletcher, chairman of the senate committee on commerce, who led the fight for a big merchant fleet, believes the next congress should enlarge its appropriations.

"We will have to grant a great deal more money for shipping," said he. "Development of ample shipping facilities is of first importance in the conduct of the war. It is highly important, too, for the period after the war."

"The United States should develop from 9,000,000 to 10,000,000 tons of shipping as soon as possible. The nation has lost time in its work of ship building when the conditions were much more valuable. If the work had been started in 1913 the steel would have been available for \$45 a ton instead of \$150 a ton now. The United States had a great opportunity to construct a fleet that would have been highly important at the present time."

Definite plans for a ship building policy will be laid before congress when the new appropriations are called for. This will contemplate preparation for the period to follow the war.

RED CROSS OFFICIALLY PLACES BAN ON CHAIN LETTERS FOR CHARITY

Chain letters, loathed alike by recipient and postal authorities, have received the official condemnation of the American National Red Cross. A letter, dated at San Francisco, November 8, and sent to A. L. Castle, president of the local chapter, states very emphatically that the association does not approve of such letters. The letter, which is signed by Marshall Hale, manager of the Pacific division, reads as follows:

Last February there was a chain letter started by the French consul at Seattle appealing to the people for help in building an American hospital in Paris for treating wounds of the face and jaw, and stating that the Red Cross would give \$2,000 for every \$18,000 raised.

The matter never received the sanction of the Red Cross, and the above statements were made without authority.

The Red Cross does not approve of chain letters, and we request all chapters to give publicity to the fact that we request no one to respond to such letters.

GIRLS OF KAMEHAMEHA TO PRESENT OPERETTA

The girls of Kamehameha school have borrowed from the wealth of Indian legendry and will put before the music and fantasy-loving people of Honolulu on next Saturday night, a most unusual and delightful operetta. The terrace of the girls' school has become temporarily the deep heart of a forest where the Indian maidens gather once every year to hasten the fulfillment of the dearest wish of each heart upon the finding of the first ear of red corn.

"The Feast of the Red Corn" will be given next Saturday night, November 24, at 8 o'clock. The admission will be 50 cents and the proceeds will go to the Red Cross.

1917, Allen, infant son of Mr. and Mrs. Louis Kaal Marino, of 56 South Vineyard street, a native of this city. KEKAHU—At the Queen's hospital, Honolulu, November 18, 1917, Kapaunui K. Kekahu, of Laniakae hotel, widowed, calabash maker, a native of Hawaii, aged 96 years, 4 months and 16 days. Buried Monday in Paea cemetery.

Food Controller Hama of Canada announced that the sugar shortage was real and unless the situation improves drastic steps will be taken.

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OAHU RAILWAY TIME TABLE

OUTWARD

For Wailana, Wailua, Kahuku and Way Stations—9:15 a. m., 9:30 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., 9:15 a. m., 11:30 a. m., 2:15 p. m., 3:30 p. m., 5:15 p. m., 7:30 p. m., 11:15 p. m.
For Wailana and Lihala—11:02 a. m., 2:40 p. m., 5:00 p. m., 11:30 p. m.
For Lihala—6:00 a. m.

INWARD

Arrive Honolulu from Kahuku, Wailana and Wailana—8:36 a. m., 5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:36 a. m., 11:02 a. m., 1:38 p. m., 3:24 p. m., 5:30 p. m., 7:28 p. m.
Arrive Honolulu from Wailana and Lihala—9:15 a. m., 1:53 p. m., 3:59 p. m., 7:13 p. m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:36 a. m. for Haleiwa Hotel; returning a. m. for Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Wailana.

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TIDES, SUN AND MOON.

Date—	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises	Moon Sets
	A.M.	P.M.	P.M.	A.M.				
Nov. 19	7:05	2.1	8:04	3:03	6:16	5:17	10:19	11:19
" 20	7:58	2.0	8:41	3:54	6:17	5:17	10:19	11:19
" 21	8:54	1.8	9:11	4:44	6:17	5:17	10:19	11:19
" 22	9:52	1.6	9:42	5:34	6:18	5:17	10:19	11:19
" 23	10:50	1.4	10:13	6:24	6:19	5:17	10:19	11:19
" 24	0:47	1.2	10:44	7:14	6:19	5:17	10:19	11:19
" 25	1:30	1.0	11:15	8:04	6:20	5:17	10:19	11:19

First quarter of the moon, Nov. 21.

LIGHTNING SPEED of the UNDERWOOD WINS

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